

TRAFFIC MANAGEMENT PLAN

UNSW Cliffbrook Estate Building CC3 Project

Belmadar Pty Ltd



Traffic Management Plan
Project: UNSW CLIFFBROOK ESTATE
43 Beach Street Coogee NSW 2034
Developed by Brett Drew

CONTROLLED DOCUMENT

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I. Introduction

Belmadar have prepared a Traffic and Parking Impact Assessment in accordance with the requirements of (State Significant Development 2018) and the NSW Government's 'Guide to Traffic Generating Developments' to accompany a Construction Certificate Application for alterations and additions at Building CC3.

The purpose of this report is to assess and address traffic, access, car parking and pedestrian impacts generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- Intersection analysis based on traffic counts.
- Vehicle parking provisions.
- Access design requirements.
- Delivery and Waste Collection.
- Provision for pedestrians.
- Availability of public transport.

This Traffic Management Plan concludes that the subject site is suitable for the proposed development in relation to traffic impact, car parking provision, vehicle and pedestrian access and safety considerations

2. Existing Conditions

2.1 Site Location

The UNSW Cliff brook Campus Building CC3 45-51 Beach Street Coogee (Lot 1 DP109530 and Lot 1 DP8162)

The site has vehicular access via a driveway traversing Lot 1 in the East to Beach Street. This will be the only access to building CC3 during construction works.

The site is bound by residential lots to the north, south and west.

Figure 2.1: Aerial Photo of Site (Goggle Maps)



2.2 Existing Development

The site is currently developed with an existing office space for the UNSW.

Car parking for 8 vehicles currently exists within the western portion of the lot. Parking is accessed from the entry driveway off Beach Street that also services a pick-up/ drop off and loading zone adjacent to the entry to the facility.

2.3 Existing Road Conditions

The site is bound by Beach Street in the South which is sited with a north - south orientation. The site is also bounded on the North boundary by Battery Street which is sited east – west orientation.

Currently there is one primary vehicular access via a driveway from Beach Street in the west through Lot 1. Note there is no vehicular access from Battery Street.

Battery Street

Battery Street is a local road that provides access from Beach Street in the west to Melrose Parade in the East. It generally consists of one lane in each direction (lanes 4 metres wide) with a marked centre line and a speed limit of 50km/hr. On-street parking is available along Battery Street in the vicinity of the North boundary of the site.

Beach Street

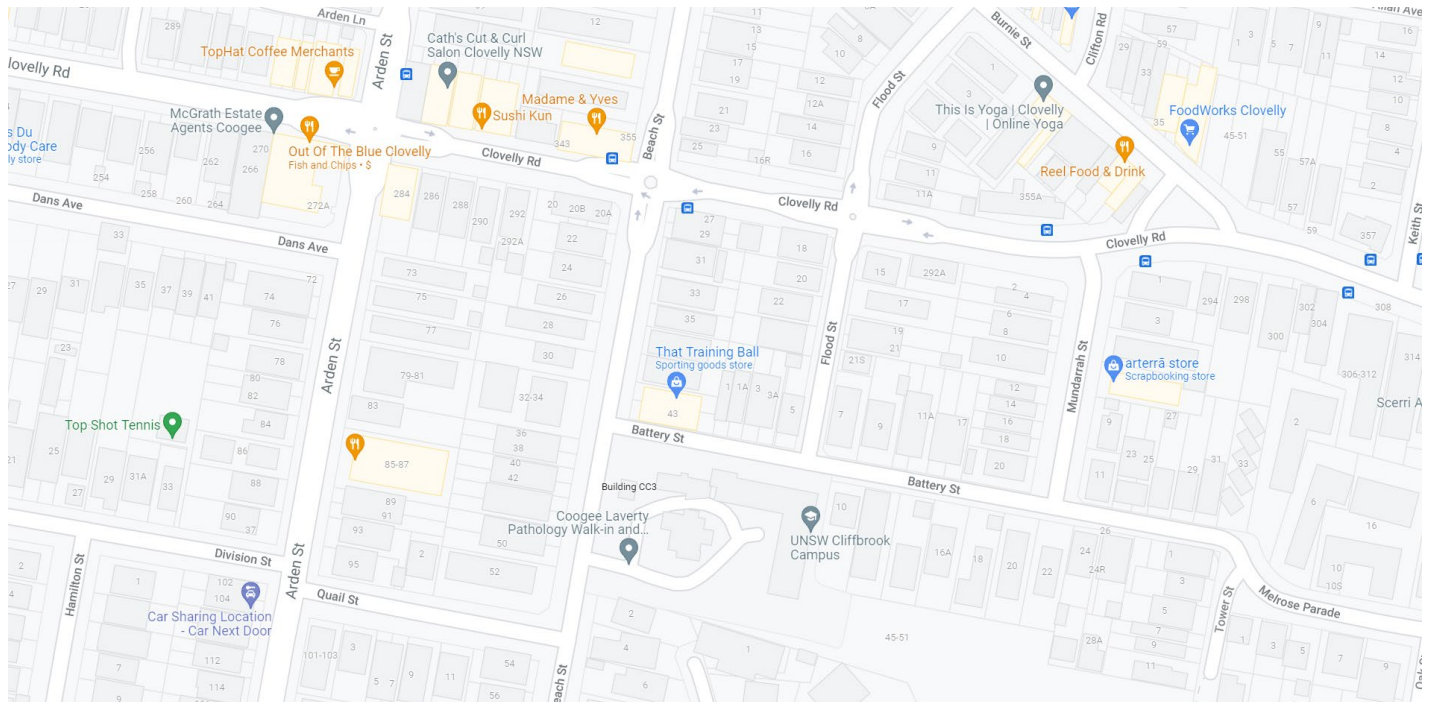
Drummond Street is a local road with a 9-metre-wide road and kerb and gutter on both sides. Drummond Street supports single lane traffic in each direction with on-street parking on either side of the road. Beach Street provides direct access to the site. The speed limit on this road is 50 km/h.

2.4 Public Transport, Pedestrians and Cyclists

The area is well connected to public transport through public bus connections located in close proximity to the site.

The site is located in close proximity to the 338, 339, 360 and the X39 bus route with bus stops located approximately 300m north of the site on Clovelly Road (ID: 151.2602165).

Figure 2.2: Map of surrounding bus stops (Google Maps 2021)



3. Proposed Development

3.1 Development Description

The proposal includes alterations and additions to the existing building CC3. Vehicular access is proposed to be retained to Beach Street using the existing driveway.

3.2 Access

The existing western access off Beach Street will be retained.

The Beach Street driveway is 6.3 metres wide and complies with the entry driveway requirements for a Category 2 driveway (6 to 9 metres wide) as per Tables 3.1 and 3.2 in *AS/NZS 2890.1-2004 Parking Facilities – Off Streetcar Parking*. A driveway profile has also been prepared to check vertical clearances for a range of vehicles that will access the site including standard passenger vehicles (B85 and B99, and a 12.5m Heavy Rigid Vehicle representing the largest vehicle that will access the site

The proposed driveway complies with *Figure 3.3 – Minimum Sight Distance for Pedestrian Safety AS/NZS 2890.1* and the driveway gradients comply with *AS/NZS 2890.1*.

3.3 Parking

Parking is proposed for 8 vehicles during construction. The minor nature of the construction will only require a maximum of 8 light duty vehicles, there would rarely be a requirement to park construction vehicles in on the abounding roads.

3.4 Circulation

The proposal to provide access from Beach Street controlled by licensed traffic controllers will provide opportunity for flexible arrangements regarding entry, exit and traffic circulation.

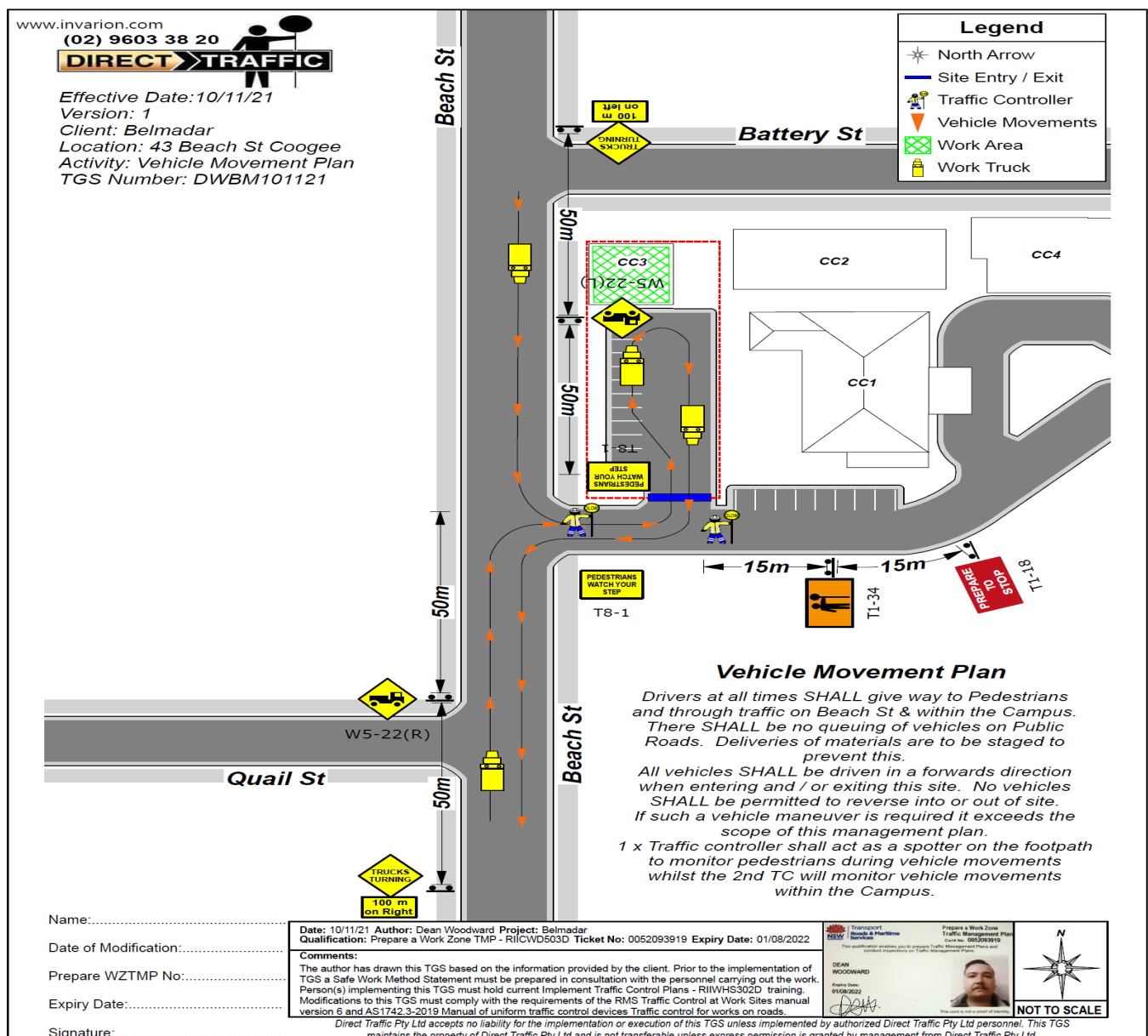
4. Construction Traffic Volume

Due to the minor nature of the alterations to building CC3 the expected vehicles on site per day would not exceed 8 light duty vehicles (utilities/ Vans). There will be approximately 12 vehicle movements that would include for a maximum of 12.5 m rigid trucks for material delivery and bin delivery and pickups. All materials will be dropped off and collected from the eastern side of building CC3

5. Vehicle egress

Vehicles will access the site during construction by travelling either North of South along Beach Road and turning into the existing access on the west boundary of the development off Beach Street. All vehicles will enter and exit via the existing driveway off Beach Road.

Refer Figure 2.3 below for details



6. References

Australian Standards, '*AS/NZS 2890.1:2004 Off-Street Car Parking*'.

Australian Standards, '*AS 2890.2:2018 Off-Street Commercial Vehicle Facilities*'.

Australian Standards, '*AS/NZS 2890.6:2002 Off-Street Parking for People with Disabilities*'.

Roads and Maritime Services, '*Guide to Traffic Generating Developments*' Version 2.2 dated October 2002.

NSW Department of Planning, '*SEPP (Infrastructure) 2007*'

State Significant Development 8126 2016